



COLORADO

Department of Transportation

2022 Transit Super Call Workshop

June 14, 2021



Why Super Call

- In Jan 2020, CDOT proposed a “Super Call” idea to TRAC and sought TRAC’s feedback on streamlining all Project calls into one notice of funding availability (NOFA or “call”) and soliciting all 2021 transit Capital, Admin/Operating (A/O)/Mobility Management and Planning applications in April 2020 with scattered due dates for different type of applications.
- The purposes of consolidating the project calls are:
 - Reducing the duplicated effort among multiple calls and cut down ample labor hours;
 - TIPing and STIPing the same year’s A/O and Capital projects in the same state fiscal year cycle, avoiding confusion of two year’s TIP and STIP;
 - Having all projects selected soon enough for applying FTA funds in a timely manner.
- Per TRAC’s direction, CDOT sent a statewide survey for public comments on this proposal.

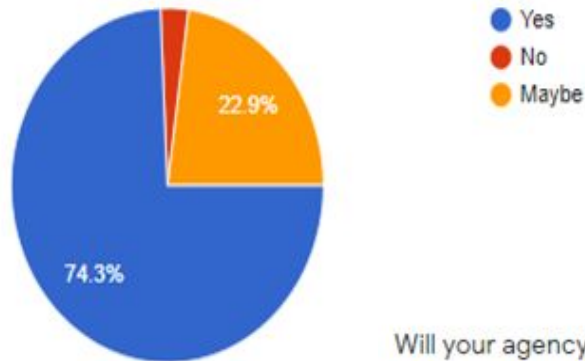


Why Super Call

Super Call Survey Results

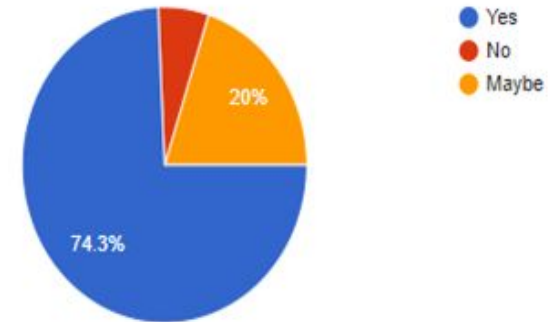
Do you generally support the idea of "Super Call" ?

35 responses



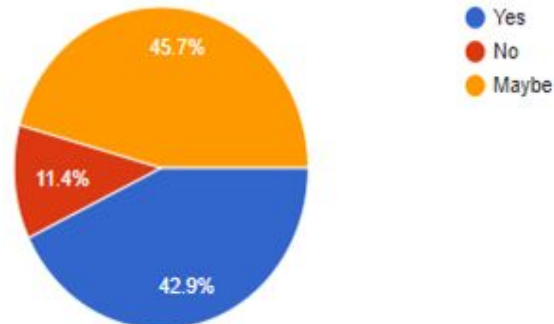
Does your agency have the staffing capacity to submit multiple applications at CDOT proposed due dates?

35 responses



Will your agency have the local match bud projects by 2020 spring?

35 responses





Why Super Call

CDOT Revised Super Call Proposal through a phased approach:

Phase 1: Combining
2021 A/O and Planning
Call in April 2020

Phase 2: Accelerating
2021 CCCP in Aug
2020

Phase 3: Conducting
2022 Super Call in
April 2021



What's New in This Call

- Consolidated call for 2022 transit projects, including Capital, A/O/MM and Planning projects in one call;
- New Programs:
 - CRRSAA (\$318,252) and ARP (\$318,257) 5310 funds ;
 - Zero Emission Vehicle (ZEV) Transition Planning (\$500,000)
- Scattered due dates:

Application Types	Application Due Date
A/O/MM Applications (FTA-5310 and 5311)	7/16/2021
Planning Applications (FTA-5304 and ZEV Transition Planning)	7/30/2021
Capital Applications (FTA-5310, 5311, 5339, FASTER, SB228, and Settlement)	9/3/2021



What's New in This Call

- “Other Factors” criteria were added to the project evaluation, reinforcing the state goals outlined in the [Colorado Greenhouse Gas Pollution Reduction Roadmap](#), including priorities around greenhouse gas reduction, air quality improvement, Vehicle Miles Traveled (VMT) reduction, and equity for disadvantaged communities.
- Local Match waiver and relief were added to give consideration of impacts from COVID and flexibility on local match requirement.
- Additional evaluation scenarios for replacement vehicles



Available Federal Funds

Funding Program	Amount Available
FEDERAL PROGRAMS	
<i>FTA Section 5304: Statewide Planning and Nonmetropolitan Transportation Planning</i>	FFY 2022: \$350,076
<i>FTA Section 5310: Seniors and Individuals with Disabilities</i>	
Rural 5310 (all areas outside of urban areas)	FFY 2022 Regular 5310 Rural: \$700,924 CRRSAA: \$117,163 ARP: \$117,165
Small Urban 5310 (Boulder, Grand Junction, Greeley, Longmont, Lafayette/Louisville/Erie, and Pueblo)	FFY2022 Regular 5310 SUZA: \$1,079,822 CRRSAA: \$201,089 ARP: \$201,092
<i>FTA Section 5311: Rural Public Transit (all areas outside of urban areas)</i>	FFY 2022: \$10,284,150 (<i>excludes Program Admin and 5311(f) ICB funds</i>)
<i>FTA Section 5339 Formula Program: Bus and Bus Facilities</i>	
Rural 5339 (all areas outside of urban areas)	FFY 2022: \$3,500,000
Small Urban 5339 (Boulder, Grand Junction, Greeley, Longmont, Lafayette/Louisville/Erie, and Pueblo)	FFY 2022: \$1,347,502
FTA SUBTOTAL	\$17,898,983



Available State Funds

STATE PROGRAMS	
<i>FASTER</i>	
Local Competitive	SFY 2023: \$4,100,000
Urban Area Set-Asides (Denver, Co Springs, Ft. Collins)	SFY 2023: \$3,900,000
<i>Settlement Program</i>	SFY 2023: \$5,000,000
<i>ZEV Transition Planning</i>	SFY 2023: \$500,000
<i>Senate Bill 228</i>	SFY 2023: \$1,000,000
STATE FUNDS SUBTOTAL	\$14,500,000
TOTAL	\$32,398,983



Program Eligibility

- **FTA 5310:** Funding for services designed to meet the needs of seniors and persons with disabilities. For this call, only funding for **rural and small urban** areas is available.
- **FTA 5311:** Funding for general public transportation services in **rural** areas of Colorado
- **FTA 5339:** Capital formula funding for public agencies or private nonprofit organizations engaged in public transportation. For this call, only funding for **rural and small urban** areas is available.
- **FTA 5304:** Provides planning funds to multimodal transportation planning; long range plans and short range planning; and transit-related support activities.

- **Rural:**
Population under 50,000
- **Small Urban:**
Population between 50,000 and 200,000
- **Large Urban:**
Population over 200,000



Program Eligibility cont.

- **State FASTER:** Funding for public transportation and **open door** specialized transportation in **rural and urban** areas.
 - **State Senate Bill 228:** Funding for the purchase of replacement vehicles in **rural and urban** areas, for the purpose of State of Good Repair.
- A separate set-aside of FASTER funds for public transportation is made to Mountain Metro Transit, RTD & Transfort for the 3 large urban areas. Because these funds are guaranteed they **are not eligible to compete** for additional FASTER funds. Cities within the 3 large urban areas include Manitou Springs, Fountain, Loveland, most of Berthoud, Tinmath, Windsor, and Denver's suburbs in the large urban area.
 - Providers of **open door** specialized transportation in Colorado Springs and Ft. Collins **are eligible to compete** for FASTER funds.
 - Providers of open door specialized transportation in the Denver large urban area **are not eligible to compete** for FASTER funds in this call since those funds were made available in CDOT/DRCOG Joint Call earlier this year.



Program Eligibility cont.

- **Settlement Program:** Funding for the direct replacement of Class 4-8 diesel-fueled transit buses with new zero-emission transit buses—namely electric battery, hydrogen fuel cell, or CNG fueled by RNG. Funding for local public agencies, private nonprofit entities, and tribal governments in rural and urban areas is available.





Local Match

- All awards require local match, except for the CRRSAA , ARP 5310 , and Settlement Programs which ***do not*** require a local match
- Local match can be:
 - state (non-CDOT) or local appropriations
 - tax revenues
 - private donations
 - revenue from service contracts
 - income generated from advertising and concessions—provided its use as match is not prohibited or disallowed by that funding source
 - **non-DOT federal funds** that are eligible to be expended for transportation
 - employment, training, aging, medical, community services, and rehabilitation services, for instance



Financial Capacity

- Federal, state and Settlement Program funds are awarded on a reimbursement basis; that is, the subrecipient **must incur the project costs upfront** and submit sufficient evidence of those project costs to DTR for reimbursement. The subrecipient must have the financial ability and cash flow to incur those costs upfront and wait for reimbursement from CDOT.



FTA 5304 Planning Eligible Projects

- Provides planning funds to:
 - Multimodal transportation planning
 - Long range plans and short range planning
 - transit related support activities
 - transit planning, technical assistance, route planning, research & demonstration projects
- Funds are available for planning projects in rural areas as well as statewide*

* CDOT doesn't generally consider requests for planning projects in urbanized areas (pops over 50K)



Application Process

1. Log into account



2. Select & fill out application information including adding relevant attachments.

[Home](#) [Agency Information](#) [Program Documents](#) [Applications](#) [Awards](#) [Award Letters](#) [Project Budgets](#) [Capital Inventory](#) [Reports](#)

Custom Links

- FTA
- CDOT DTR
- CDOT Civil Rights Office
- Bustang
- SAM.gov
- CASTA
- Super Circular Cost Principle
- COTRAMS Community User Manual Version 3
- DTR Vehicle Price Agreements
- DTR Quick Procurement Guide
- Settlement Program Documents
- Transit Monthly Archive
- 2019 State Management Plan
- Vertiba

Messages and Alerts

Tasks Pending Action

Applications (7)

Actions	Name	Application Type	Status	Project Title	End Date
Edit	APP-039511	FASTER/FTA Facility/Capital Equipment	Draft		09/03/2021
Edit	APP-039189	Vehicle Application	Draft		09/03/2021
Edit	APP-038867	Vehicle Application	Draft		09/03/2021
Edit	A2.0-0003979	Mobility Management	Draft		07/16/2021
Edit	A2.0-0003464	Planning	Draft		07/30/2021
Edit	A2.0-0003335	Admin/Operating	Draft		07/16/2021
Edit	A2.0-0003229	Planning	Draft		07/30/2021



Evaluation Criteria

- A. Project Need & Readiness (45%)
- B. Financial Need & Readiness (45%)
- C. Consistency with FTA Program Goals (10%)



Evaluation Criteria

A. Project Need & Readiness (45%) *Summary*

Metric 1: Need for the project is well demonstrated with supporting information & data

Metric 2: Reasonable schedule & intention to complete project based on that schedule

Metric 3: Project is ready to be implemented & SOW is detailed with specific & achievable milestones



Evaluation Criteria

B. Financial Need & Readiness (45%) *Summary*

Metric 1: All other sources of funds have been exhausted & no other funding sources exist

Metric 2: Reasonableness of budget for completing proposed project

Metric 3: Local match funds have been identified & either secured or plan is place to secure funds



Evaluation Criteria

C. Consistency with FTA Program Goals (10%) *Summary*

Metric 1: Addresses at least one of the FTA Section 5304 program goals:

Examples include:

- increase accessibility and mobility of people and freight
- promote efficient system management and operation
- emphasize the preservation of the existing transportation system

Other factors taken into consideration:

- extent to which a project will service minority and low income persons
- equitable distribution of project funds across the state



Schedule for Planning Apps

- June 1, 2021 NOFA Released
- July 30, 2021 Applications Due via COTRAMS
- September 2021 Review, Scoring & selection
- October 2021 Award Discussion & Approval
- November 2021 Budgeting & Programming
- February 2022 Subaward Agreements



FTA 5310/5311 Mobility Management and Admin & Operating Application Process

Admin/Operating Applications

- **5311 - general public rural operating/admin.** This funding is for rural agencies who provide transit service that is available to the general public.
- **5311 - purchased transit services for general public rural operation.** This funding is for rural agencies who contract out all of their operating services.
- **5310 - rural operating for specialized transportation.** This funding is for agencies who operate specialized transit service (seniors and persons with disabilities) in rural areas.
- **5310 - small urban operating for specialized transportation.** This funding is for agencies who operate specialized transit service (seniors and persons with disabilities) in small urban areas.



FTA 5310/5311 Mobility Management and Admin & Operating Application Process

Mobility Management Applications

An applicant who wishes to receive federal funding for a Mobility Management project must select one of the following application types:

- **5310 - rural for specialized transportation**
- **5310 - small urban for specialized transportation**



FTA 5310/5311 Mobility Management and Admin & Operating Evaluation Criteria

FTA-5311 Admin/Operating

- We are currently in year 5 of the Methodology. The funding methodology for operating and administrative funds was conceived by a subcommittee of the Transit and Rail Advisory Committee (TRAC), which consisted of transit providers and other interested transit organizations.
- New applicants will be scored based on financial, service and coordination needs.
- If approved by the committee the subrecipient will be added to the methodology for funding.



FTA 5310/5311 Mobility Management and Admin & Operating Evaluation Criteria

FTA-5310 Application Evaluation Criteria for Operating and Mobility Management funds

Financial Need (30%)

- lack of funding sources available to the applicant;
- good faith efforts to obtain funds for the project from non-FTA sources (e.g., Title III of the Older Americans Act and Medicaid reimbursements);

Service Need (30%)

- lack of appropriate public transportation alternatives;
- transit dependency of the population in the applicant's service area, particularly the extent to which the proposed project serves elderly or disabled persons, persons without a car, or low income persons;

Coordination/Performance Effort (40%)

- This is the extent to which an applicant demonstrates that it has coordinated with other organizations to promote the service and reduce service duplication, overlapping service areas, and conflicts.



Schedule for FTA 5310/5311 Mobility Management and Admin & Operating Apps

- June 1, 2021 NOFA Released
- July 16, 2021 Applications Due
- August 2021 Review, Scoring & Selection
- August 2021 Award Discussion & Approval
- September 2021 Budgeting & Programming
- December 2021 Subaward Agreements



Revenue Service Vehicles

Two Application Types:

- **Replacement Vehicle:** Rolling stock acquired to replace existing rolling stock, where the existing rolling stock is replaced and removed from the agency's fleet, or is converted to a spare vehicle.
- **Expansion Vehicle:** Rolling stock acquired to add to the agency's existing revenue service fleet, where the acquired rolling stock expands the agency's fleet and/or service.



Evaluation Criteria

Replacement Vehicles

- **Metric 1: State of Good Repair (SGR)** - Age, mileage, usage, and readiness. Vehicles evaluated under 1 of 3 scenarios.
 - **Scenario 1:** Vehicles meeting FTA/CDOT minimum useful life (MUL)
→ 50/50 years & miles
 - **Scenario 2:** Vehicles meeting alternative usefulness → 50/50 MUL & alt use
 - When a vehicle has met MUL years OR miles and an agency has adopted an alternative criteria for determining replacement
 - **Scenario 3:** Special considerations → 30/30/40 years, miles & special considerations
 - When a vehicle has not met MUL years OR miles but there's a need to retire the vehicle early
- **Metric 2: Demonstrated SGR** through effective, documented, maintenance programs, asset management programs, and capital replacement schedules/plans.



Evaluation Criteria

Expansion Vehicles

- **Metric 1: Demonstrated need and readiness** through documented ridership, or needs studies and community support, an effective business case, and proven readiness to implement
- **Metric 2: Special considerations** documented by capital replacement /asset management/ ZEV transition plan(s), demonstration of strong institutional commitment, and strong financial commitment





DTR Price Agreements

Established a contract for the purchase of Cutaway/Body on Chassis Buses

Price agreement for purchasing van is coming soon.

- CDOT encourages applicants to use the DTR ADA BOC and Van Price Agreements
 - FTA & State compliant
 - Easier, Quicker
 - 100+ optional vehicle customization
 - Various total bus costs
 - Warranty provisions
 - RAE Consultants, Inc. - firm hired to assist BOC and Van purchases
- Documented Quote: process is available but it is cumbersome and time consuming (ICE, vendor & mfg certifications...)



DTR Price Agreements cont.

Scopes

- Four BOC Groups with 3 Vendors and six classes of seating capacity
 - Light Duty
 - Medium Duty
 - Low Floor
 - Alternative Fuels
- Two Van Manufacturers
 - Ford
 - Dodge
- Base Vehicle Pricing
 - Includes Complete Vehicle
- Wide Array of Vehicle Options including additional Warranty



DTR Price Agreements cont.

- To order from the Price Agreements, applicants must:
 - Plan Ahead!
 - **Pre-Order Now - Cost estimates need to be attached to the application as the Independent Cost Estimate (ICE)**
For Van and BOC contact RAE, Inc.
 - Order Carries You Through Process
 - 12 Month Fixed Pricing
 - Order Process Timeline: 1-2 Weeks
 - Finalized Order
 - Finalized Floorplan



Other Capital Projects

- **Equipment:** Vehicle maintenance, technology, or other equipment
- **Support Vehicle(s):** Maintenance response truck or non-service vehicle
- **Vehicle (Rolling Stock) Overhaul:**
 - Preventative maintenance to reach MUL; does not extend useful life
 - Must have accumulated **at least 40%** of its useful life
- **Vehicle Rehab or Rebuild:** Recondition near the end of useful life that results in additional useful life
- **Environmental Studies, D/E & Construction of Facilities:** Passenger and parking facilities, maintenance and administrative facilities, multimodal facilities and connections to major transit stations
 - Title VI equity analysis or Environmental Justice analysis (through the NEPA process) must be done during planning stage for any type of **new building construction** (vertical construction), including vehicle storage facilities, maintenance facilities, and operation centers.



Evaluation Criteria: Other Capital

- **Metric 1: Readiness and Demonstrated Timetable**

NEPA clearance finalized, at least 30% design completed, and site location selected and purchased.

For all project types, applicants with a record of completion of past or existing projects

- **Metric 2: Project Purpose, Cost Savings, and Efficiency:**

A high degree of local and regional support, have a well-developed and defensible business case, and support or provide significant transit operational and utilization benefits.

- **Metric 3: Special Considerations:**

Projects developed in partnership with the local community

In the case of requests for the expansion of existing facilities: Projects that demonstrate the need for the facility and for growth, demonstrate funding, financial capacity, and capability to sustain the service and project



Evaluation Criteria: Other Capital

- **General Capital Planning Studies**

Metric 1: Project Purpose and Demonstrated Need: The project does not qualify for FTA Section 5303 or 5307 (in urbanized areas) or 5304 funding, is relevant to other transit agencies in the state, has been vetted with the local transit provider, and the study is ready to proceed upon award.

Other factors that may be taken into consideration when evaluating projects within this NOFA are:

- extent to which a project will serve minority and low-income persons;
- extent to which a project is consistent with the State's transportation-related goals outlined in the Colorado Greenhouse Gas Pollution Reduction Roadmap, including priorities around greenhouse gas reduction, air quality improvement, Vehicle Miles Traveled (VMT) reduction, and equity for disadvantaged communities; and
- equitable geographic distribution of project funds across the state.



Schedule for Capital Apps

- June 1, 2021 NOFA Released
- September 3, 2021 Applications Due via COTRAMS
- November 2021 Review, Scoring & Selection
- December 2021 Award Discussion & Approval
- February 2022 Budgeting & Programming
- May 2022 Subaward Agreements



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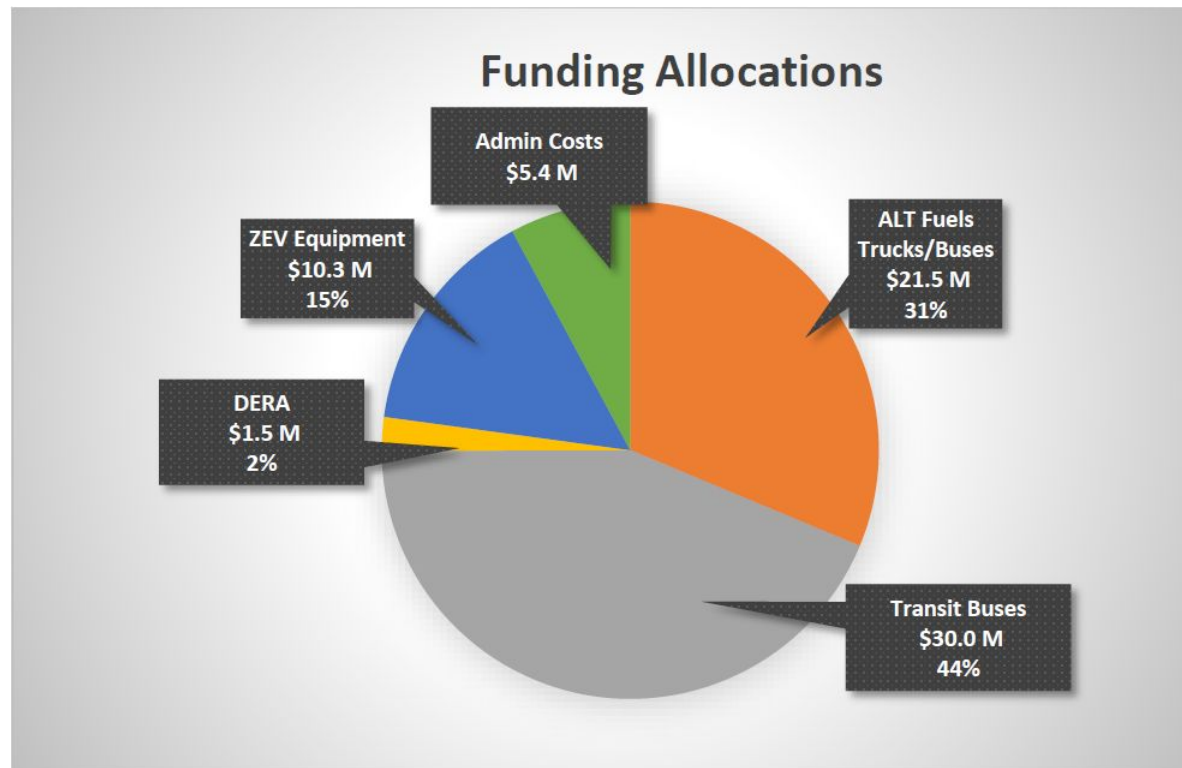
Settlement Program & ZEV Transition Planning Grants





Settlement Program

- Colorado's portion of the \$2.7 billion environmental mitigation fund is anticipated to be approximately **\$68.7 million**.
- The designated lead agency is CDPHE, working in partnership with CDOT, CEO, and RAQC.





Settlement Program

Past Grant Rounds

• Year 1 Awards:

- \$13,828,037
- 6 agencies
- 23 electric buses
(with 20 EVSEs)
- 1 CNG buses
- 3 LPG buses

• Year 2 Awards:

- \$2,903,940
- 3 agencies
- 6 electric buses
(with 5 EVSEs)

• Year 3 Awards:

- \$5,624,676
- 4 agencies
- 10 electric buses
(with 9 EVSEs)





Settlement Program

Key Facts

- Eligible for Replacement: MY 2009 or older class 4-8 diesel-fueled transit buses that have been operated in Colorado within the past 2 years
- Eligible for Purchase: New class 4-8 battery electric, hydrogen, or CNG transit buses
 - up to \$100,000 for charging per battery electric bus
 - CNG vehicles require proof of RNG procurement
- Incentive: Up to 110% of the incremental cost of the new vehicle
 - can be combined with state funds
- Scrapping: Old vehicle must be scrapped (cut the frame rails in half and drill a 3-inch hole in the engine)



Settlement Program

Supplemental Application Questions

- A. Fleet Transition Planning: long-term goals, timelines, measures of success
- B. Operational Planning: route planning, modeling and analysis, driver and maintenance training
- C. Power/Fuel Delivery Planning: utility coordination, rates and demand charges, anticipated charging schedules
- D. Financial Planning: fleet transition impacts on agency finances, lifecycle costs, risk management



ZEV Transition Planning Grants

New Program!

- Total Funding: \$500,000
- Required Match: 10%
- Maximum Request: \$45,000*
- Purpose: fund the development of agency plans, studies, and analyses to prepare for the deployment of zero-emission transit vehicles and support the infrastructure, facilities, training, and organizational investments necessary to make such deployments successful
- Timeline: Plan completion within 12-24 months of award

* subject to discussion / special circumstances



Contact



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Selection Methodology

- DTR staff evaluate and score **Replacement Vehicle** applications (including applications for Settlement Program funding)
- CDOT selection committee evaluates and scores **Expansion Vehicle** and **Other Capital** applications
- Inter-agency selection committee evaluates subrecipient **alternative fuel implementation plans** and makes recommendations for Settlement Program awards
- DTR staff assemble list of recommended projects and present it to the DTR director
- DTR director approves list of recommended projects



Tips for Preparing Your Applications

- Update your COTRAMS Agency Profile and Capital Inventory
- Contact Ann Beauvais for cost estimates for BOCs and Vans being purchased from the DTR Price Agreement
- For replacement vehicles: select your scenario! Scenarios 2 and 3 need supporting documentation
- If requesting an equivalent vehicle under the Settlement program, include vehicle in both applications



Questions?





Thank You!

We wish you luck with your applications!

